



# DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

SRPING 2007 | VOLUME THREE | NUMBER TWO

## Ready for Gettysburg!

25th Anniversary Chicago Celebration

St Patrick's Day Parade Photos

Spring Cleaning Tips



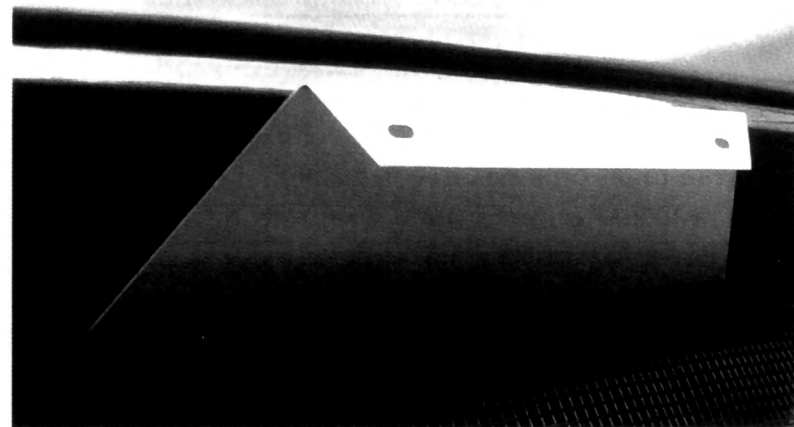


# Totally Stainless...

One of the greatest things about DeLoreans is their stainless steel body. The beautiful grain and luster in late afternoon sunlight is a sight to behold. Don't you ever wish the whole car were made of it? The products here will take you one step closer to stainless perfection. Many of our letter sets are made in both a standard gauge for permanent installation and a heavier gauge to resist damage if removal becomes necessary.



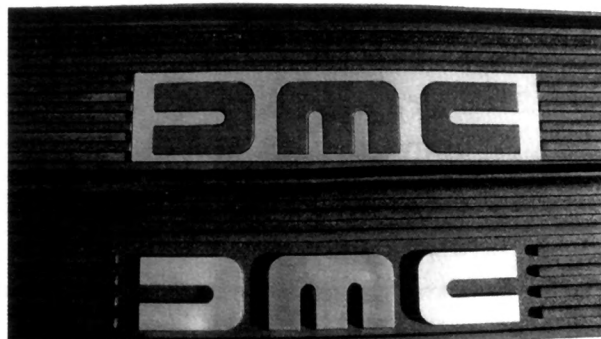
SSL5024



**108025GS** Stainless License bracket is grained to match DMC body. Black finish also available on request.



**SSL4034** Some cars have unsightly (and unnecessary) screws securing the step plates in place. These holes may be covered with the full negative outline to hide this factory mistake while improving appearance.

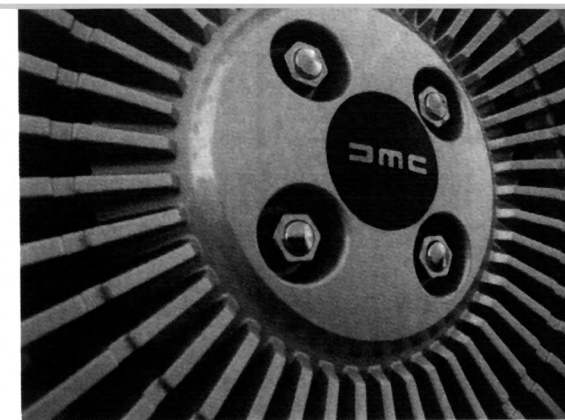


SSL3024 + SSL2024

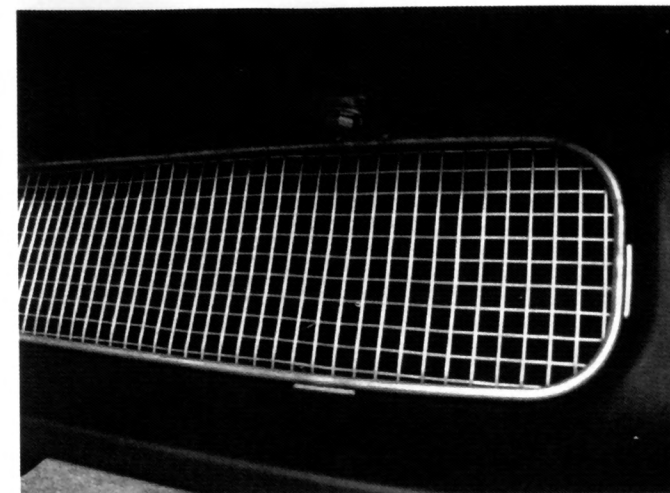


**SSL100698**

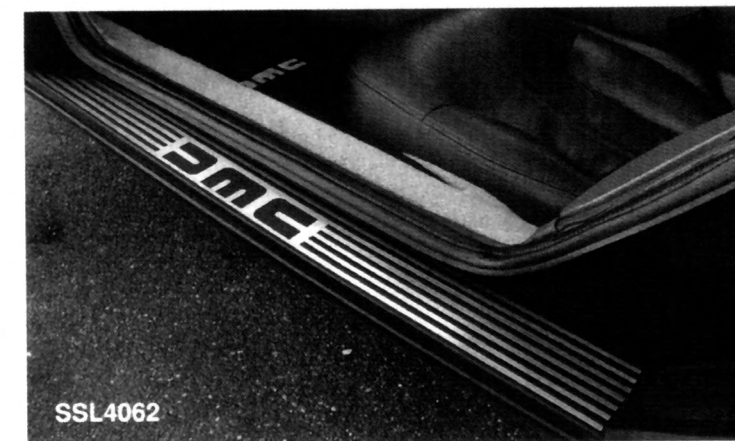
The complete doorsill with negative outline looks fantastic over a doorway or just about anywhere else. You don't have to own a DeLorean to appreciate its style. Makes a great gift for DeLorean lovers of all ages.



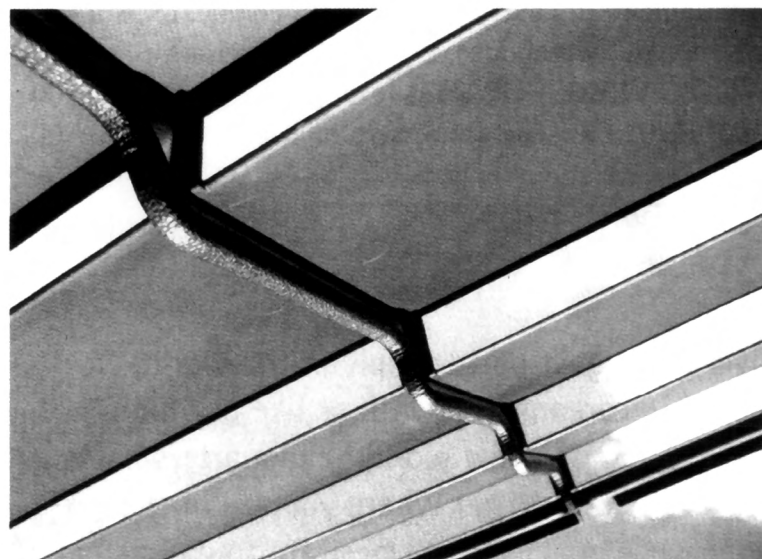
**SSL1024** DMC Stainless Wheel Cap Logo Set The best twenty bucks you'll ever spend on your DeLorean. These letters jump out at you and make any DMC wheel look better. Also available as wheel cap sets with letters preinstalled.



**101628GS** Stainless Radiator Air Screen The workmanship on this screen is outstanding. In black finish it is almost identical in appearance to stock but will last a lifetime. A must for any car needing restoration work.



SSL4062



**SSL6034** Sunshade Louvre Stainless Rib Bracket Kit This is the only sunshade support kit that installs without tools and actually improves appearance. It even repairs center ribs that are broken. Black finish also available on request.

**111184GS & 101944GS**  
Stainless Grained Throttle Shield & Coolant Bottle.



<b>SSL1024</b>	DMC Stainless Wheel Cap Logo Set .024 Gauge	\$19.50
<b>SSL108504</b>	DMC Stainless Logo Grey Wheel Cap Set	\$59.95
<b>SSL108738</b>	DMC Stainless Logo Black Wheel Cap Set	\$59.95
<b>SSL2024</b>	DMC Step Plate Positive Logo (Pair) .024 Gauge	\$34.95
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<b>SSL4034</b>	DMC Step Plate Negative Full Outline Logo (Pair) .034 Gauge	\$89.95
<b>SSL4062</b>	DMC Step Plate Negative Full Outline Logo (Pair) .062 Gauge	\$99.95
<b>SSL5024</b>	DeLorean Rear Facia Logo .024 Gauge	\$44.95
<b>SSL5034</b>	DeLorean Rear Facia Logo .034 Gauge	\$49.95
<b>SSL6034</b>	Sunshade Louvre Stainless Rib Bracket Kit	\$49.95
<b>SSL100698</b>	R/H Step Plate With Negative Outline	\$94.50
<b>SSL100699</b>	L/H Step Plate With Negative Outline	\$94.50
<b>108025GS</b>	Front License Bracket, Grained Stainless	\$34.50
<b>111184GS</b>	Throttle Shield, Grained Stainless	\$17.50
<b>101944GS</b>	Stainless Coolant Bottle	\$169.50
<b>101628GS</b>	Stainless Radiator Air Screen	\$169.50
<b>101628GB</b>	Stainless Black Radiator Air Screen	\$189.50

#### Item Below Not Shown

<b>108466GS</b>	Stainless Air Screen Upper Mounting Bracket	\$12.95 Ea.
<b>118466GS</b>	Stainless Air Screen Upper Mounting Bracket Set of five	\$49.50

Extra discount available when purchased with air screen (call)



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# DELOREAN JUNE 8-10 HOUSTON MILLENNIUM CONCOURS 2007

*"Don't be in that gray area...  
get Certified Stainless, Silver or Bronze"*



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## On Our Cover:

Model: **Sharon Altman**  
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Hometown: **Cincinnati, OH**  
Occupation: **Loan Officer**

Photographer: **Mike Hoeting**  
([www.bangzoomdesign.com](http://www.bangzoomdesign.com))

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# vision

By **Ken Koncelik**, Editor

## Ready for Gettysburg?

**T**he Chicago show in June of 2006, was such a tremendous success. So much so, that we couldn't possibly recap it all in just one issue. You'll therefore find a few more articles and photographs in this issue that we couldn't stuff into the last one. Now, however we are getting ready for Gettysburg, and this issue won't dissappoint!

We have more details finalized at this point than any other show we have done so far. The show itself and the raffle car have become a Fathers Day tradition and with the addition of DCS WEST our DeLorean fans out west will be getting the same kind of enthusiasm and excitement coming out to their territory in 2009 when DCS WEST makes its debut.

Now getting back to DCS... This next show is going to be one of a kind. With the mixture of history both present, (our DeLoreans) and past, (the history of Gettysburg) we will be showcasing an exotic blend of nostalgia and just plain fun. Nearby are both Hershey and Lancaster PA. Both are areas you will definitely want to check out. This show is going to be different in that we have much more exhibition space than ever before and we will be joined by the Bricklin Group.

In an effort to better organize this show, and fit everything in, we will be shifting the order in which we do some things, like the group photo. It will be done Thursday rather than Saturday and the Raffle will be held on Friday instead of Saturday. This should help better balance the show, as the Saturday night event usually runs long.

This show will also hit a new high. Based on early registrations we are already at Pigeon Forge hotel registration levels with over a year to go. This time we have 305 rooms available and once they are full the

show will be sold out, so reserve your room now. Well over half the rooms are already taken.

Next issue, we will do as we usually do, and list the food menu and update you on the raffle car. As of now it looks like the raffle car will sell out all 600 tickets based on advanced sales only. Don't worry, there are plenty still available as of this printing,

but we did start sales almost a year earlier than the previous car and your response has been great!

Thank you for supporting us, and **Get Ready for Gettysburg!**

-Ken





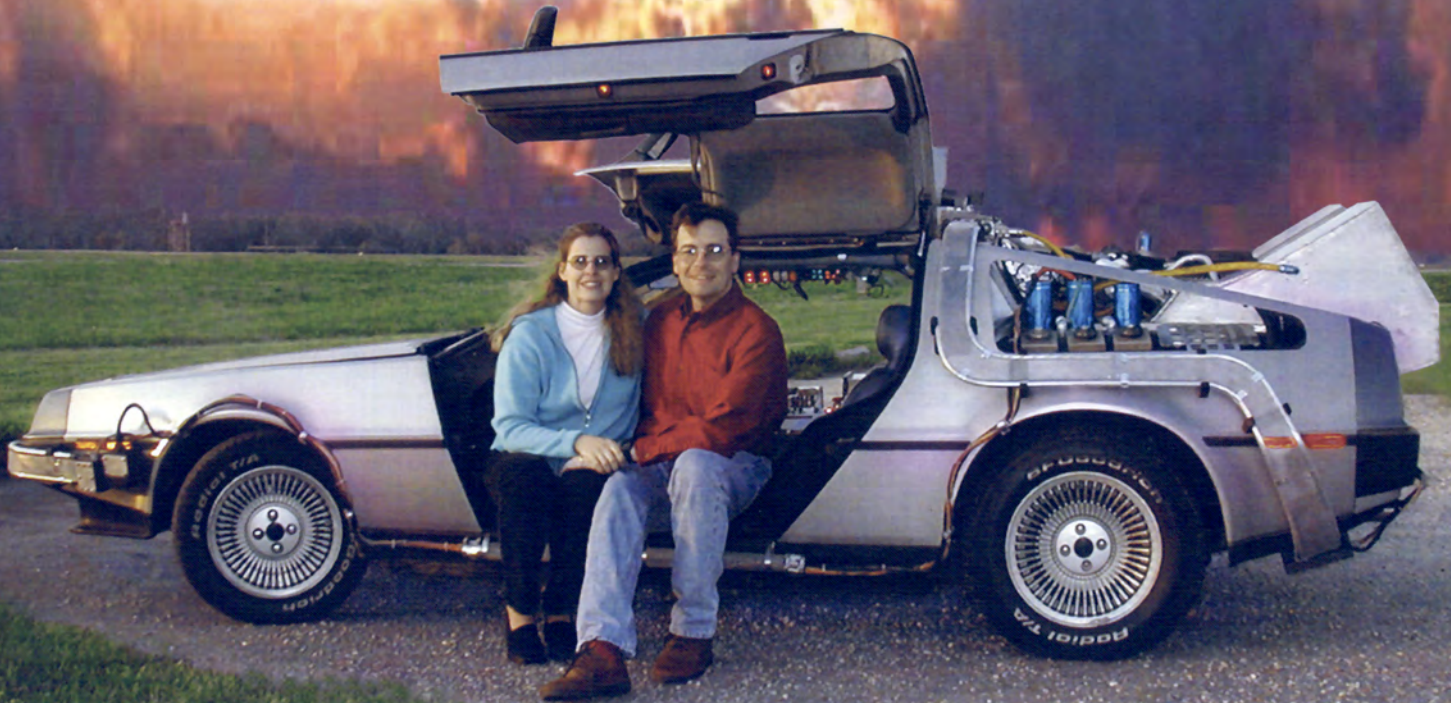
# BACK TO THE FEATURE CAR

## TWO THOUSAND AND SEVEN

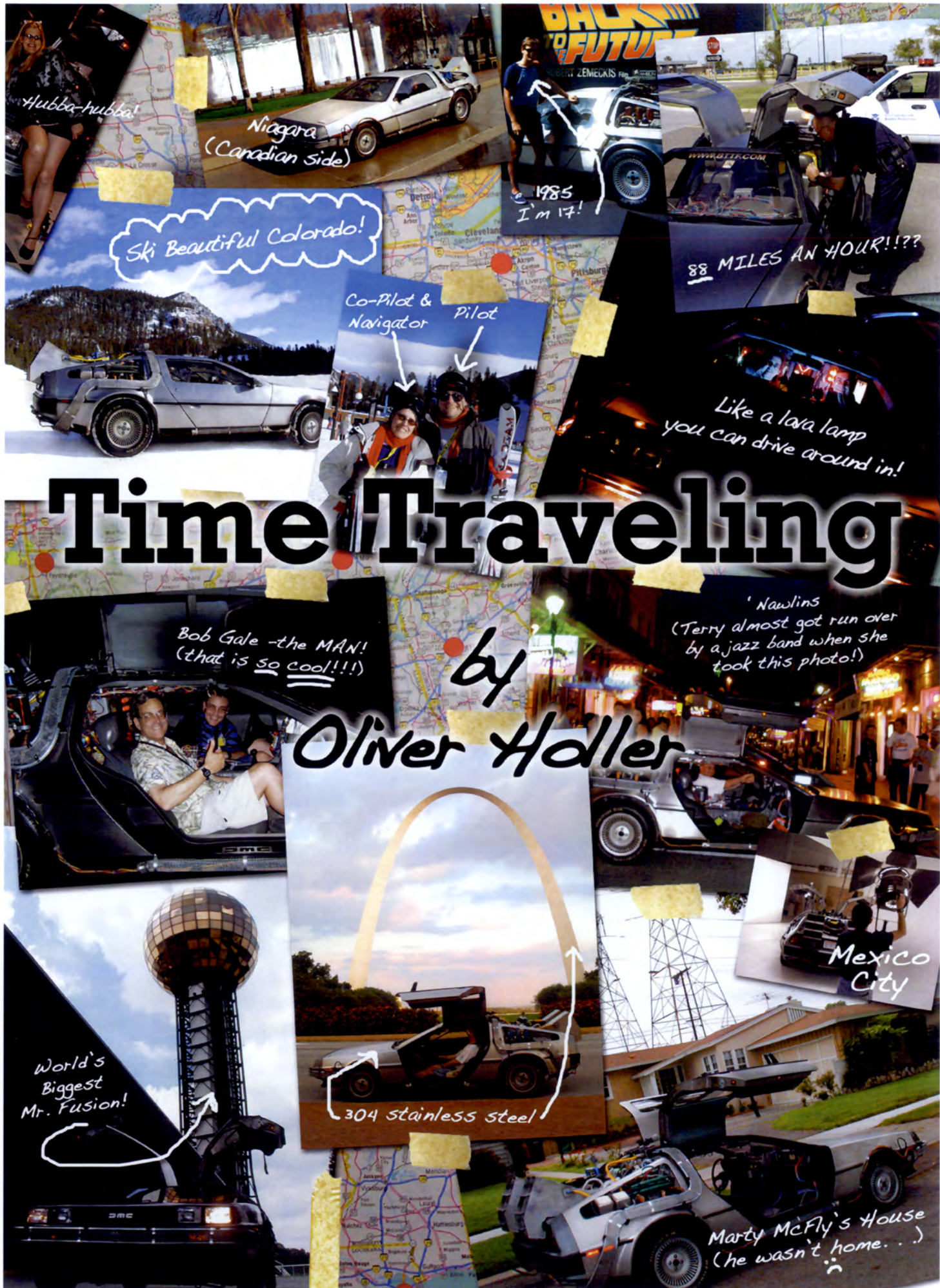
By Oliver Holler

**M**y favorite question: 'Does it really work?'  
'Absolutely!,' I tell people. 'It takes us into the future -one day at a time.'

Our good fortune to live minutes away from Bob Zilla, (who needs no introduction within the DeLorean community), is the reason our DeLorean 'works' so well. Since we met Bob, he has played mentor to my novice oblivion and spent hundreds of hours working on our car. His patience and generosity in showing and teaching us about DeLoreans is only surpassed by his tolerance of our 'modifications.' A story Bob won't let me forget describes our very first meeting. I called him, introduced myself and suggested we have dinner. Before hanging up, I casually mentioned that we had done 'a few modifications' to our DeLorean. The two D's pulled into the parking lot about the same time and our jaws dropped. (So did theirs!) Bob and Lynda have a beautiful, exquisite DMC, and they were equally shocked at our DeLoreans 'few modifications.' Over the next few hours, we all enjoyed a frenzied DeLorean discussion, laughing and sharing our mutual excitement. To this day, one of our favorite things is continuing this gratifying exchange with the Zillas every chance we get.







Hubba-hubba!

Niagara  
(Canadian Side)

1985  
I'm 17!

88 MILES AN HOUR!??

Ski Beautiful Colorado!

Co-Pilot &  
Navigator Pilot

Like a lava lamp  
you can drive around in!

# Time Traveling

by  
Oliver Holler

Bob Gale -the MAN!  
(that is so cool!!!)

'Nawlins  
(Terry almost got run over  
by a jazz band when she  
took this photo!)

Mexico  
City

World's  
Biggest  
Mr. Fusion!

304 stainless steel

Marty McFly's House  
(he wasn't home...)



**Year: 2000**

The doctor told me I had six months to live.

This was not 'Doc Brown', but he was delivering his own 'erased from existence' line. And apparently, the clock was ticking.

This cancer diagnosis marked a chapter in life when my bride Terry and I decided to aggressively work toward making our dreams come true. You will see from events that follow, extraordinary things can happen when an alarm goes off.

**Year: 2001**

I've always wanted to travel, and since the summer of 1985, seeing Back To The Future in the movie theatres, I've also wanted my own personal DeLorean Time Machine. These two passions seemed an appropriate match and in June of 2001 we purchased #10694 and built a 'Back To The Future' Time Machine replica from it. On top of the added medical bills, this was not the wisest financial move, but our DeLorean instantly became a source of joy and inspiration and purpose, far beyond what money could buy.

**Year: 2002**

Temporal experiment #1 took us blasting off from our driveway in Myrtle Beach, South Carolina to the FX Toy Show in Orlando, Florida. The excitement of this inaugural trip was mixed with a healthy amount of terror during the first two hundred miles or so. Adrenaline was high and my ears strained, half expecting to hear sounds of components flying loose, followed by screeching brakes and vehicles piling up behind us. An active imagination is a blessing -and sometimes a curse. But our time machine performed without incident, and I soon began to relax my white knuckled grip of the wheel. My smile, masked by earlier stress, crept to the surface and a new reality dawned into my life as the asphalt zipped past, just inches below us. We were 'time travelers!' The trip resulted in our meeting Stephen Clark, from BTTF.com fame and we have become great friends ever since.

**June, 2002**

Our next major time leap transported us to the DeLorean Car Show in Memphis Tennessee. Here, we discovered 'the community.' You cannot find a more concentrated and extensive gathering of DeLoreans, owners, enthusiasts, vendors, and BTTF fans and celebrities anywhere on the planet. We met many of them, including Elvis himself. I hope

Ken has the stamina and proper encouragement to continue his shows far into the future. DCS is a major highlight in many people's lives, and if you haven't been, you've been missing out on some serious, stainless steel-type happiness.

**Year: 2003**

This year was not as traveled as most, but an important event occurred that would further shape the way we viewed the DeLorean. We drove the car to a small rally and parade for Breast Cancer and there, we realized that the 'spectacle' of our Time-Car could be used to raise awareness and funds for charity. Our replica never fails to draw a crowd and since, the car has served at many functions, including the Relay for Life, and supported one of our favored charities, the Michael J. Fox Foundation for Parkinson's Research. Philanthropic events have given us opportunities and a purpose to drive our Time Machine to places we may have never visited otherwise.

**Year: 2004**

Highlights during this year include driving around inside the presidential ballroom of the Opryland Hotel, a lap around the Darlington Raceway NASCAR track, and crossing the Golden Gate Bridge in San Francisco. While in California, we also took the opportunity to drive the time machine south to visit the film locations from the movie. A particularly indelible moment was speeding across the parking lot of the 'Twin Pines Mall' late at night. No Libyans and more importantly, no mall cops gave chase.

**Year: 2005**

We appeared at the National Gallery for America's Young Inventors in Akron, Ohio and came face to face with Ronald Mallett, the man who has proven time travel possible in theory. Any 'Google' search on him and his design of the world's first real time machine will intrigue and inspire all but the most cynical being. Continuing our trip just a little further north, we hopped into Canada to experience the powerful wonder of Niagara Falls, which did not disappoint.

**Year: 2006**

A brand new drug for diabetes was unveiled in Mexico City and we brought the car to support their 'Future of medicine' theme. The production was spectacular, with real flame trails and enough Mexican



pyrotechnics exploding around the car to inspire a lesson in the native tongue. Hugo, a good humored technician, taught me that 'apaga me, por favor' is essential Spanish for 'Put me out, please.' (I'm on FIRE!)

#### Year: 2007

Entertainment Weekly magazine features us as the 'Obsessive Fan of the Week.' I've subscribed to this magazine for years, and throughout, I've noticed numerous references to 'Back To The Future' within it's pages. What a thrill and a surprise to wake up one morning and actually BE the reference!

#### Year 2008

DeLorean Car Show in Gettysburg, PA. We've already jumped ahead and this was, er- will be, Ken's best yet. We're happy to report from the future that you all enjoyed yourselves very much! Don't miss it, or you may cause a rip in the space-time continuum.

#### And Beyond:

It's been more than six years since that doctor's fateful diagnosis. I much prefer the second opinion I got from another doctor. He told me, "Your future hasn't been written yet - no ones has. Your future is what you make it. So make it a good one."

#### Frequent Questions:

'Is that the ONE?' This is the number one question asked when we time travel. I tell them, 'Don't you remember? It was destroyed by the train at the end of the movie! This is a replica of that car.' Of course, most people understand the Back To The Future trilogy used many different cars. You'll hear experts say 'three' cars, or 'seven cars total', or 'they used exactly nine cars'. (Honestly, I don't know if it is possible to have an official, definitive count, what with interior cut-aways, partial body/frame shots, fiberglass versions, miniature models, etc.) One thing is certain. There are variations from car to car, and vast differences among the theme park display cars. My approach was to take all of the pictures of all of the cars I could find, and choose the parts and colors that appealed to me the most and create my own conglomerate. In addition, since I had been collecting components for years, there are several objects that have nothing to do with the movie cars, but I used them because I thought they looked 'groovy.'



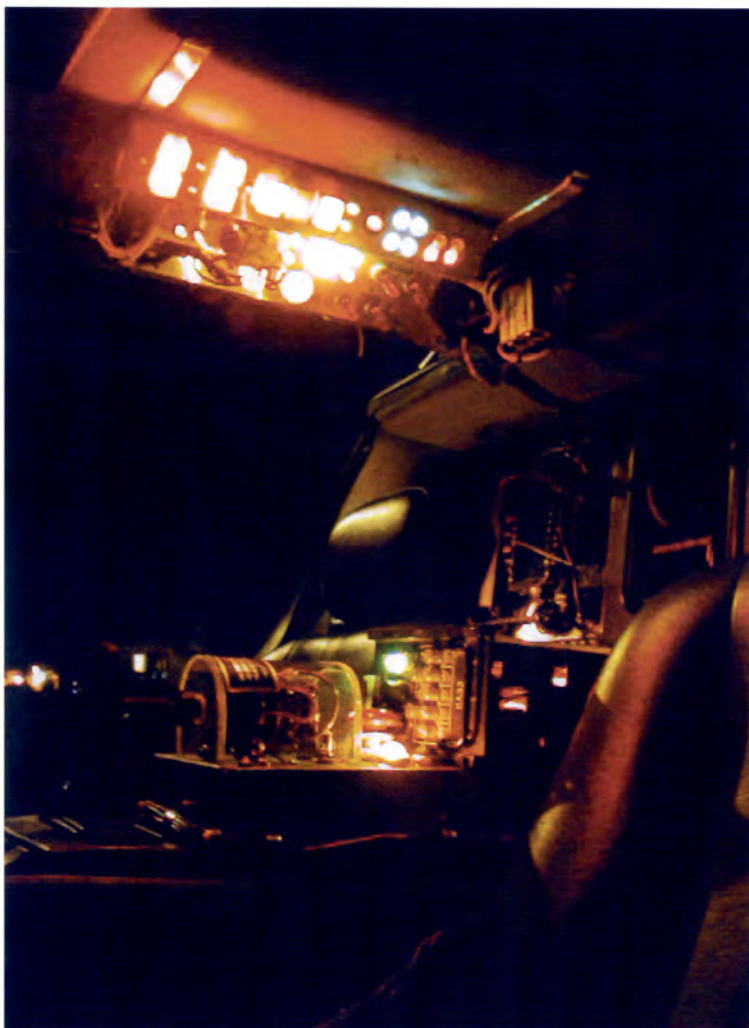


### **'What were our resources?'**

The quick answer is 'I've watched the movie hundreds of times.' It's true, beginning in theatres in 1985. We had no blueprints. I did visit the cars at both domestic Universal Studios, including the hero car back in 1985 in Hollywood. A plastic model was a fair reference, even though I messed it up trying to glue all the tiny pieces together. I searched the internet, and made a notebook with photos, descriptions, sketches, etc. Any gaps or logistical challenges I faced were solved by using my imagination! When I first started the project, there was no SunStar DeLorean toy available. There were no Johnny Lightning BTTF cars, no Polar Lights DeLorean model kits at Wal-Mart, nor Corgi die cast Back To The Future replicas. The DVD would not be released for another year. Resources were few and far between! Today, you can purchase flux capacitors and even complete replica cars with a click of your mouse, so it's nice to be able to say that we never bought a part of our time machine off of ebay!

### **'Hey, how do I build one?'**

This is the question that makes me cringe. Since building "Time-Car," (the name for our D), literally hundreds of nice folks have contacted me who plan on owning a DeLorean someday and turning it into a Back to the Future time machine. What a testimony to how this movie made an impact on people. But all the interest is a cause of concern for me. As there were only a handful of DMC-12 DeLorean automobiles ever produced, my 'alterations' are completely reversible. I have seen some unfortunate attempts at time machine replicas that resulted in extensive damage to the car, while falling short of the effect the owner was striving for. So if I'm asked for 'advice,' I cautiously suggest, "Make certain you have what it takes in tools, talent or money to make it happen. In other words, be responsible and respectful to the original dream. The dream of John DeLorean."







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**Delorean Fan**  
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**Delorean Fan**  
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**New Delorean Fan**  
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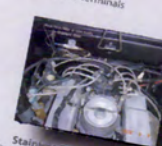
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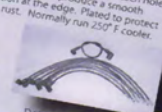
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I am happy to announce that a new club is joining the Delorean community - Delorean Motor City! There are a large number of Delorean owners in the metropolitan Detroit area and we have been meeting on a regular basis, most of the time in association with the outstanding Ohio Deloreans club.

Byron Cancelmo and I decided to take to plunge and form a Detroit area club so that we can better-serve the needs of local Delorean owners. The intent is to provide a forum for local gathering, car shows, driving events, etc. A website is now under development and will be viewable soon at [deloreanmotorcity.com](http://deloreanmotorcity.com). A small membership fee of \$15 will cover club expenses, but the primary intent is to provide an informal way for owners to have a good time. Membership includes:

- A Delorean Motor City decal for your car
- Email updates to members on news and upcoming events
- Invitations to attend club events, including:
- The John Delorean Memorial Tour - a driving tour of the Detroit area locales that played a critical part in the history of John DeLorean, his company and our Delorean cars
- Northville 4th of July Parade - Enthusiasm was so high for a Delorean in last year's parade that city leaders asked if a large group of Deloreans could come to this year's event. Our club will be the hit of the parade!
- 4th of July DMC Club BBQ after the parade.
- Woodward Dream Cruise - The largest car show in the world, and it's in the Motor City! We are working on a prime location for this year's event in the heart of the action.
- Various BBQs, car shows, cruise-ins, etc.

# DELOREAN MOTOR CITY

BY SANDOR PISZAR

PHOTO COURTESY  
MICHIGAN TRAVEL BUREAU

Our close proximity to and social connections with the Ohio Deloreans club means we plan on working together as co-clubs to provide a vast array of events for all members.

The club logo will incorporate the Renaissance Center - a downtown Detroit landmark and critical location for the auto industry - with the DMC logo. Special thanks go to the Delorean Motor Company and James Espey for their generous permission to use the DMC logo.

We are excited to have this opportunity to get together with other Delorean enthusiasts in the area and encourage you to join the fun!



**D**CS 2006 and the DeLorean 25th Anniversary Celebration events have come and gone, and most events were reported on in the previous issue, but what about Sunday?

For those who woke up early enough Sunday (or did not sleep at all Saturday night), the DeLorean 25th Anniversary Lake Shore Drive began shortly after 7am with about a dozen DeLoreans, a few rental cars and a few non-DeLorean vehicles under a partly cloudy morning sky. The group headed east then north, passing Pearce Design H.Q. and then a fuel stop to make sure all the DeLoreans were topped off. From there, the group merged onto the Elgin O'Hare Expressway where Tamir got the first of many awesome video opportunities from an uncrowded overpass. From there, the group merged onto I-290 and within a half hour, the group was in downtown Chicago.

Once downtown, the group made a brief loop south, to pass by White Sox Park and then head north up Lake Shore Drive. Although the sun only peeked out a few times, the group enjoyed viewing the Chicago skyline and the view of nearby Navy Pier. As the group neared Navy Pier, we took a slight detour and performed a slow loop around Chicago's Millennium Park, which is home to many stainless steel structures including a music pavilion, a bridge over Columbus Drive and, of course, "the Bean" or "Cloud Gate" as it is officially known. There were great photo and video ops with our line of DeLoreans driving under a stainless steel bridge. (very cool!)

Back onto to Lake Shore Drive, with Tamir keeping ahead of the group for several more planned video opportunity encounters, using downtown Chicago as a backdrop. After reaching the northern-most point of Lake Shore Drive, the group merged with Sheridan Road and continued the cruise through the affluent north shore suburbs, passing Loyola University, then Northwestern University with only one last minute unexpected mini-detour around a charity walk-a-thon event, in downtown Evanston. The group ran the Sheridan Road version of the "tip" of the Tail of the Dragon, a slow speed, multi-turn, change of elevation that makes for a great Sunday drive.



# SUNDAY IN CHICAGO

BY RICH WEISSENSEL



As the group reached Lake Cook Road, we made our way to the second photo op stop at Rosewood Beach in Highland Park, right next to Lake Michigan. The group lined up all the DeLoreans at the edge of the sand, using the lake as the backdrop for photos, while many drivers and passengers also visited the nearby restrooms. Everyone in the group was surprised to see dozens of photographers on the beach when we pulled up, and though the photography class was there to photograph the beach and nature, many of them could not help but photograph our gullwing cars with seagulls flying in the background. (BTW - no cars got pooped on!)

From the stop at the beach, the group took Lake Cook Road over to Route 41 north and merged west with Route 132, which led to the next planned video opportunity, with DeLoreans across all three lanes of a seldom used expressway spur to the Tri-State Tollway. Although this would have looked even better with more cars, it was great to see DeLoreans "three wide" driving towards our final destination at the Volo Auto Museum. While a brief rain shower did accompany the group to Volo, we got a great reception at the museum, complete with a bulging goody bag of Turtle Wax products and other car propaganda.

Although I was a bit disappointed with a low turn out, my co-pilot on the cruise, Andrew Prentis from Australia had some comments that made it all worthwhile. Andrew said if it was not for this cruise, the only part of Chicago he would have seen was Chicago's O'Hare Airport and the view of Chicago from the airplane. Tamir edited the cruise footage into a nice short video for the DMC Midwest club and we hope to play it at several upcoming club events and at DCS 2008.

If you did not participate in the 25th Anniversary Cruise and you plan to attend the DeLorean Motor Company Midwest Open House this April, we can get a group to wake up early the next morning (before traffic) and re-trace the route.

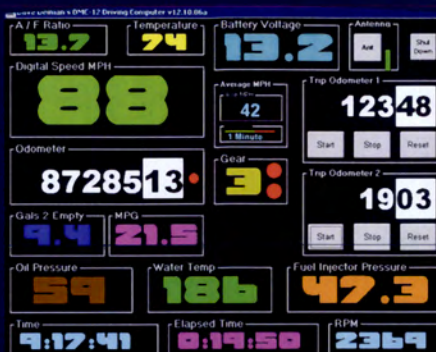
The Chicago lake front and near north suburbs look fantastic during the Spring, as long as we can avoid the April showers. Any takers...?



# THE DELOREAN DRIVING COMPUTER

## A SCIENCE EXPERIMENT

By Dave Delman



Soon after I purchased my DeLorean, VIN 06530, I realized that there were a lot of modifications I wanted to perform. Being that I am an electrical engineer, most of these mods would be in the form of electrical/electronic upgrades.

One thing I always thought was missing was a trip computer. This is almost a ubiquitous device on more modern cars so it's only natural to want one in my updated D. I started thinking how I could make a "DeLorean Driving Computer" (DDC). After a number of earlier versions, I think I have finally come up with the basis for my computer. The computer itself is made from a VIA SP-13000 mini-itx motherboard. It has a 1 gigahertz processor, 1 gigabyte of ram, 100 gigabyte hard drive, 8 onboard USB ports, and an on board sound chip that has 5.1 Surround Sound output. One of the most critical components of an in car PC is the power supply. That is why I chose the M2-ATX power supply that is specially made to work with a car PC. You can also see the slot loading DVD-CD burner. The display is a Xenarc 700 TSV which is a 7 inch high resolution monitor with a built in touch screen. The next step was installing the touch screen monitor into the console to make it look more custom. The 7" screen is a good fit but its installation requires the removal of the air conditioning ducts as well as the existing radio unit. So solving one problem creates two new ones. Hmm this sounds like a familiar tune with my DeLorean. Now I need to do something about the A/C since even in the winter time my car's interior gets hot. I searched the internet and found some aftermarket A/C vents that I plan on putting into the knee pads on either side of the center console. You can see that big shiny knob where the light dimmer control was. That is a Griffin Power-Mate which can be programmed to control the computer with various actions such as click, long click, turn, push and turn etc. I use it to change my mp3s, control and mute the sound as well as pause and play a video.

Now that brings up the second problem...the radio. Suffice to say that after buying half-dozen different products I came to the conclusion that basically they all sucked. I finally found a group that was dedicated to this very subject, on an mp3car.com forum. One brave soul in Belgium set out to create a really good AM-FM stereo tuner. They called it the High Quality Computer Tuner, or HQCT for short. I became a beta tester for the software being made by "Luc" who is also from Belgium and I was able to help him hone his project into a very nice program. Best of all, it works!

I didn't just want a computer in my car, remember this whole project started out as a trip computer so I needed some way to input data into the computer from car itself. I settled on a Measurement Computing Corp. PMD-1208FS. This slick baby has 8 analog inputs, 16 bits of digital input and / or output, a counter and more. Better yet it's USB so it is easier to connect. It can be controlled with a program called Visual Basic and thus I set out to create my program.

In its present form it has the ability to display the battery voltage, vehicle speed, via a sensor I mounted on one of the drive axles, engine temperature, oil pressure, fuel injector pressure, air/fuel ratio, inside temperature, what gear the transmission is in as well as total miles and two trip odometers. I am still working on algorithms to compute miles per gallon, gallons / distance to empty and the circuit to display engine rpm. In addition to inputting data it can also output and control as well. Right now I have it controlling the power antenna.

Though the system is up and running, it is still a work in progress. As a regular PC, it can be programmed to do many different things. I'm using it: to play music, radio, videos; as a GPS system; to surf the internet via my Treo phone, control a rear view camera, as well as store and display all my DeLorean related files and pictures.



ANNOUNCING:

# DME

## DE LOREAN MOTOR COMPANY

### C A L I F O R N I A

By Don Steger



Before



After

**D**eLorean Motor Center has joined with DeLorean Motor Company in Houston to become DeLorean Motor Company California. For over 20 years you have trusted your DeLorean to the expert knowledge of the only factory trained technician, Don Steger, and his staff of qualified technicians. You can continue to receive the same quality service, knowing your DeLorean is still in good hands. We have made many changes to the shop in order to better serve you.

We are excited to get on board with such a successful business as DeLorean Motor Company in Houston. We, along with the other franchises, around the country will all work together to keep the dream alive. John DeLorean would be proud. We will do our best to keep you informed of local events as well as technical information by way of an email newsletter. Be sure to email us with your email address to be included.

We hope you will join us for our Grand Opening on May 5th from 8:00 am to 6:00 pm. We will be having a People's Choice Award Car Show. We will also be doing a "Quick Check" on your DeLorean for a limited amount of cars. Come check us out and join us for food, fun, and to meet other DeLorean owners.







*They've saved the best trip for last   
But this time they may have gone too far.*





# ST. PATRICK'S DAY '2007

BY JOSH HALDEMAN

PHOTOS CONTRIBUTED BY  
JENETTE YOCOM, DEBBIE BOLING,  
MIKE DAMICO, CHRISTOPHER MACK, GARY HULL,  
RICH WEISSENSEL, ROD DILLMAN, WAYNE WAGNER,  
SHANNON BIRDWELL, OLIVER HOLLER,  
UNKNOWN FROM ATLANTA



Once again, this year's St. Patrick's Day Parade festivities in Cincinnati were a resounding success, thanks in no small part to Sue, Terry and Patrick Conlon, who provided a fantastic post parade party at their house, as well as Cliff Schmucker and his family, who hosted us for a tech session at his business in Lebanon to conclude the day. Thanks also go out to Jeremy and Christy Popp for buying us pizza late in the evening, as well as everyone who joined us and made this event such a success.

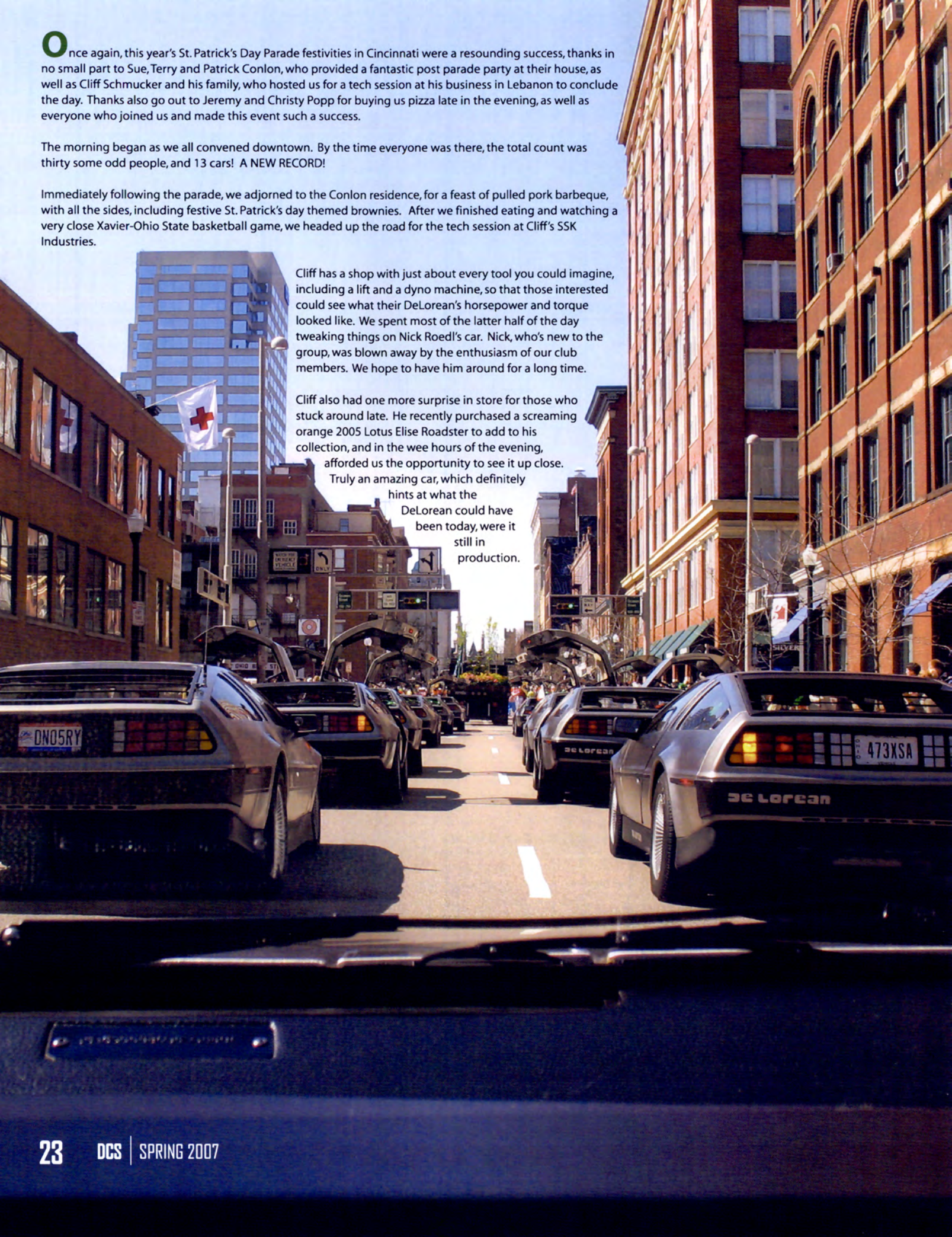
The morning began as we all convened downtown. By the time everyone was there, the total count was thirty some odd people, and 13 cars! A NEW RECORD!

Immediately following the parade, we adjourned to the Conlon residence, for a feast of pulled pork barbeque, with all the sides, including festive St. Patrick's day themed brownies. After we finished eating and watching a very close Xavier-Ohio State basketball game, we headed up the road for the tech session at Cliff's SSK Industries.

Cliff has a shop with just about every tool you could imagine, including a lift and a dyno machine, so that those interested could see what their DeLorean's horsepower and torque looked like. We spent most of the latter half of the day tweaking things on Nick Roedel's car. Nick, who's new to the group, was blown away by the enthusiasm of our club members. We hope to have him around for a long time.

Cliff also had one more surprise in store for those who stuck around late. He recently purchased a screaming orange 2005 Lotus Elise Roadster to add to his collection, and in the wee hours of the evening, afforded us the opportunity to see it up close.

Truly an amazing car, which definitely hints at what the DeLorean could have been today, were it still in production.







Brian Pollard gets the award for furthest traveled. He drove up from Knoxville, Tennessee to participate in the festivities. He also gets the "prize" for making the club members from Ohio who couldn't come, look bad. Don't worry though guys! You'll have the opportunity to redeem yourselves this time next year!

David Haldeman, my Father, who's car just underwent a complete frame off restoration, gets the final prizes for having the best sound effects, (his aooogah horn) as well as for best off-the-cuff remark, stating, that "if we all have a baby by next year, we can double our numbers!" That's one newborn per man, woman and child in attendance. Get busy people!

People had similar stories of comradie and fun to share from all around the country. The next couple pages are pictures from those parades that took place on March 17th this year.

If your local DeLorean club participates in a St. Patrick's Day Parade, send us your pictures! If you record the most participating member cars, we will do a feature article about you in this spot next year. The gauntlet has been laid down. Your challenge is to beat the 13 cars Cincinnati had this year. Good luck!







03.17.2007



03.17.2007



## Seattle

Arnie Brandon – Lic OBSESSD  
(Arnie's Trailer) – Lic DE-TAIL  
Toby Peterson – WINGED1  
Paul McGuigan – 663 TYU  
Gary Hull – IN2TIME

## Chicago

11 Participating Cars (unidentified)

Sue, Terry and Patrick Conlon  
Mike Damico & Wife  
Jack & Georgetta Gambetta  
Sean Lowe  
John & Karen McCarthy  
Brian Pollard  
Jeremy and Christy Popp  
Nick Roedell  
Cliff & Karen Schmucker  
Shannon & Jenette Yocom  
David & Susannah Haldeman  
Josh, Flavia and Ellie Haldeman  
Ken Koncelik & Nephews

## Roanoke

Barry Hartman  
Rod Dillman

## Cincinnati

## Myrtle Beach

Oliver Holler

## Atlanta

5 Participating Cars (unidentified)

## San Diego

Chris Mack & Tyler Sparling - VIN 6453  
Will Steger & Pauline Steger - VIN 6679  
Nancy Steger & Nancy Steger (Don's mother) - VIN 2947  
Don Steger & John Burdich - VIN 3168

## Houston







# Luckey Man

by Josh Haldeman

I first made contact with a gentleman by the name of Mike Luckey on a cool late summer evening in 2004. Mike, like most customers, was calling about a part he had seen on my ebay store. He wanted to know a little more about what I had, as he was anticipating a major project with his DeLorean.

Turns out Mike had just bought his 1982 Automatic/black interior DeLorean, with the knowledge that it had a badly rusted out frame. After talking to him for about an hour and a half, I wondered out loud if he'd consider bringing his car from his home in Virginia to Cincinnati, where we could attempt a frame-off restoration. By this point in time, I had disassembled 4 totaled DeLoreans to part out, but I had not yet put one back together. I made sure Mike understood that he'd be my guinea-pig were he to accept.

The offer of doing the work just for the experience, was too much for him to pass up, and we quickly set about establishing a date, time and plan of attack. I had been planning a tech session at my house for that September anyway, so I decided to ask Mike to join us for that, in the hopes we could recruit some people who were also interested in helping with the project.

Next on the list was a replacement frame. No problem, I thought. I had a frame in great shape in my garage that had come off a car with only 3000 miles which suffered an engine fire. My asking price was \$2500. That was a little steep for Mike, and he ended up finding another frame for sale in the Chicago area for only \$500...but it needed some work. He

also needed to find a way to get that frame to Cincinnati for the project. He contacted the owner, but he was reluctant to investigate shipping options, and so, on a bright sunny day even later in the summer of 2004, I borrowed Ken Koncelik's truck and trailer, and drove to Chicago to pick up the donor frame. Turns out the owner was converting his car to a stainless steel frame, and wouldn't need the spare, even though it was still in great shape. So Mike's purchase helped another DeLorean owner finance his restoration project. Ah, the circle of life.

I brought the donor frame home to Cincinnati, and took it immediately to the sandblasters and had it completely stripped of the protective epoxy coating. While the frame wasn't that bad to begin with, it's always hard to tell what's lurking beneath, so I wanted to make sure we started fresh, so that we'd do this job

right. The complete sandblasting cost a grand total of \$75! I was amazed!

I brought the freshly cleaned frame to my house on the first rainless day, and immediately set to work on it in my garage. First order of business was rust proofing. I found a POR-15 approved primer at my local automotive paint store, and purchased approximately 4 gallons of it. After the initial rust proofing was complete, I proceeded with the POR-15 coat. This product is amazing to say the least. If you so desire, you can paint directly over rust, and prevent it from ever advancing again. When you apply it directly over a sandblasted and primed surface, it looks better than the original epoxy coating, though the color match is almost dead-on. The only problem with POR-15 is that it's too thick to load into a spray gun. Therefore brushing it on, seemed the best option. I started with the top, and made sure to work the glue like paint into every little crack and crevice. If you miss a spot during this step, you might as well kiss your rust free frame goodbye come first water contact. It took about 3 days for the POR-15 to fully cure, after which I flipped the frame, and coated the bottom the same way. Six days later, we were ready for parts to be assembled, and the problem car could now be welcomed to the hospital for the commencement of surgery.

The date was September 11th, 2004. Tragedy was still fresh in the minds of many people from the events of three years prior, but we decided to make an effort to focus on things that are right and



good with the world, (like DeLoreans) rather than dwell on those matters more troubling.

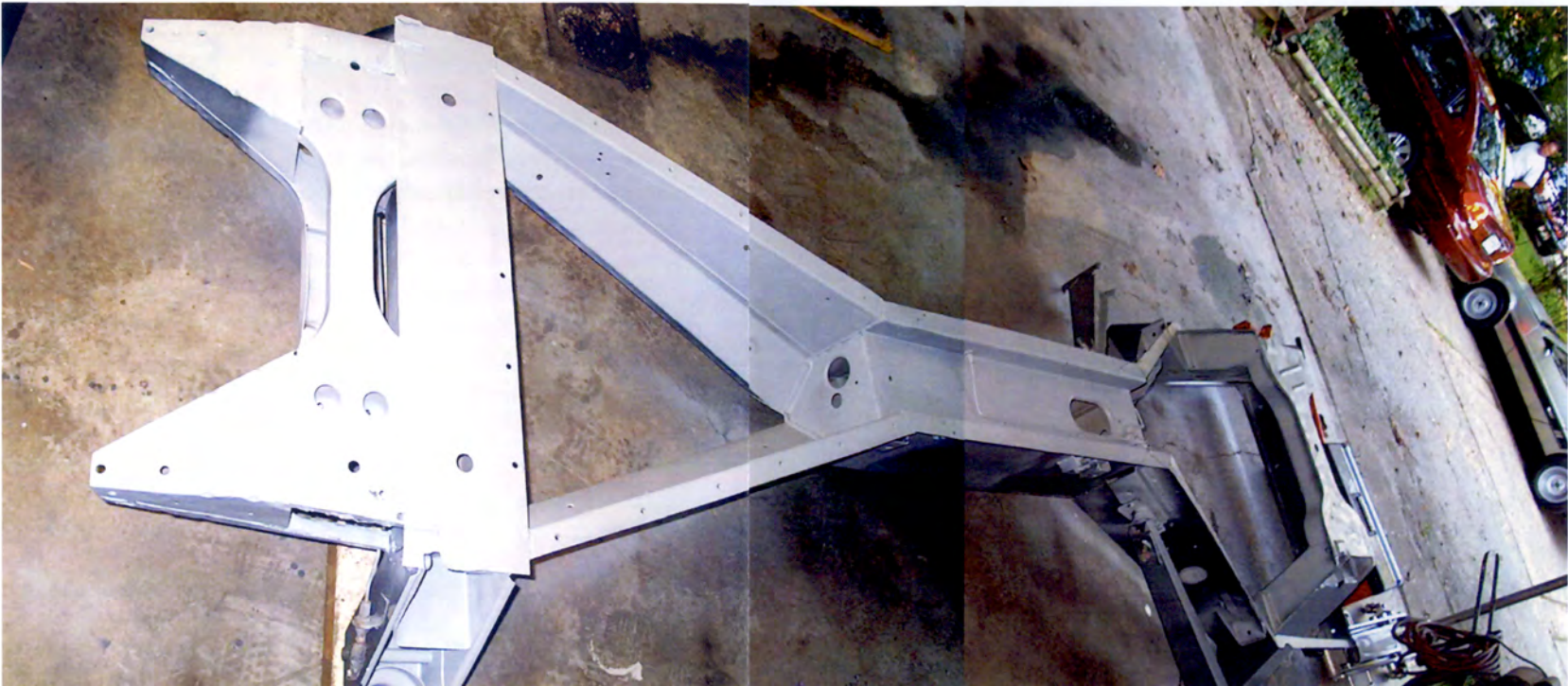
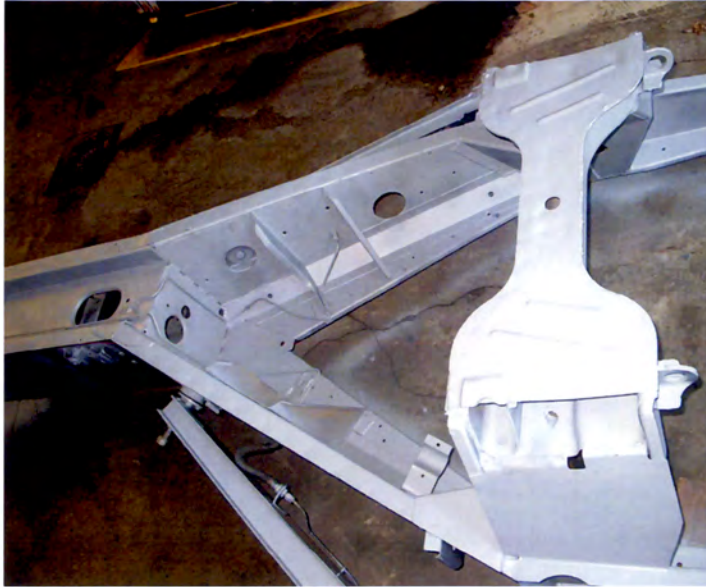
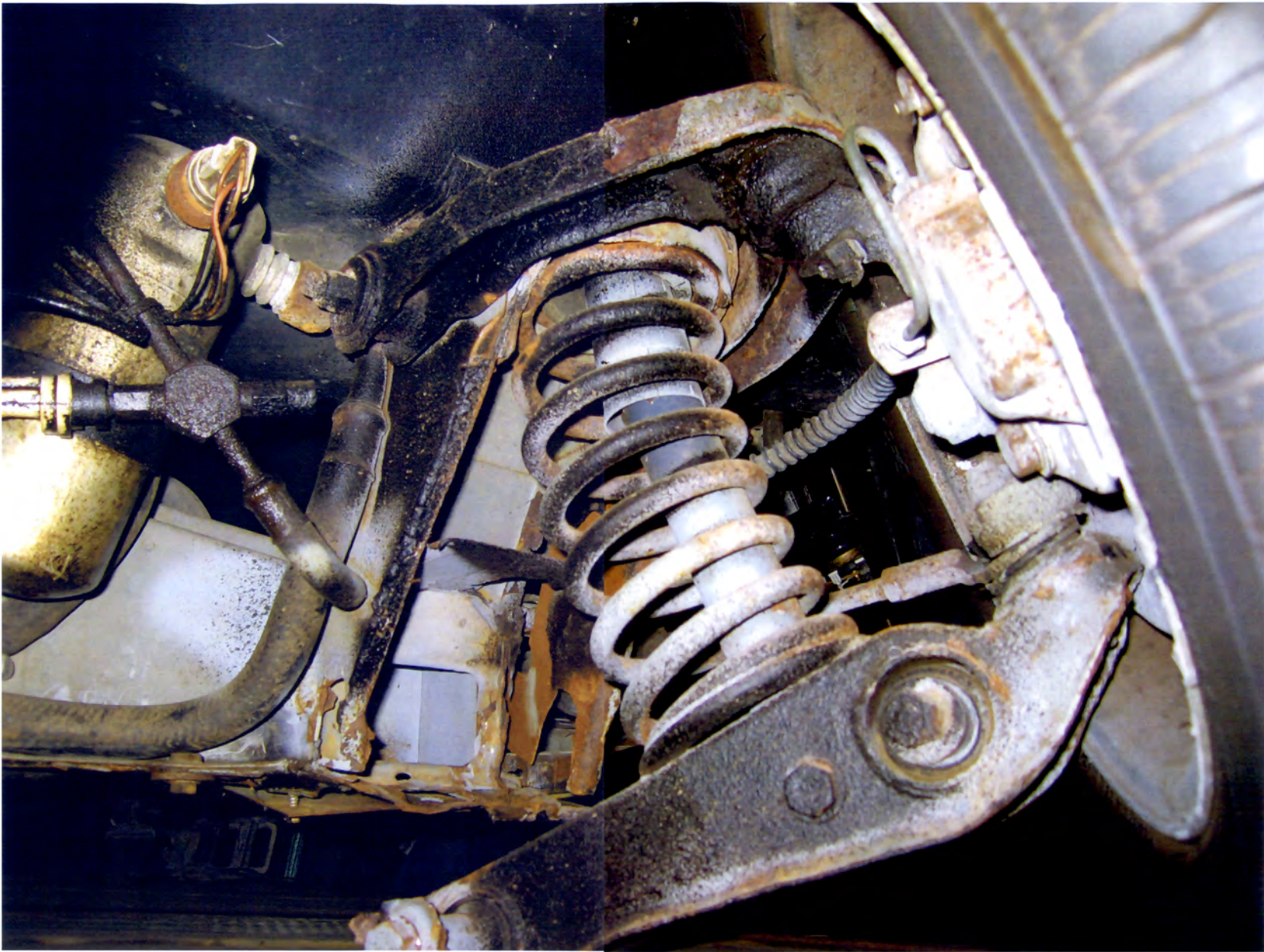
I got a call from Mike two days before, stating that he wasn't so sure the car could actually make the trip. He sent an e-mail with photographs of the frame. One specific trouble spot worried me more than anything else in the pictures he sent. The passenger side front lower control arm was hanging by a thread. An attempt had been made to secure it by welding steel plates over the top of the rust by the previous owner. Mike said that he drove the car to Virginia from Columbus, Ohio in that condition, so he didn't think it would be too much of an issue, but he wanted my opinion. I wanted a second opinion, so I called Ken, and asked him to take a look. He called Mike immediately, and told him, that if he drove the car here that way, he was taking his life in his hands. It was NOT roadworthy, and would DEFINITELY need to be trailered.

Mike weighed his options, and his confidence in Lotus' engineering abilities won. He also didn't want to delay the project from its completion, so early in the morning on September 10th, 2004, Mike loaded the car down with spare parts, a few clothes, a plane ticket home, and some directions via Mapquest. The trip was a massive 13.5 hours, but again, the car had made mostly the same trip before without even a hint of any issues. (Columbus is two hours north of Cincinnati, but almost equidistant from Mike's home in Virginia)

Mike successfully made 13.4999 hours of the trip, and managed to break down exactly one block from my house. Upon my arrival at the scene, we discovered a heart-wrenching scene. The passenger side front wheel was sitting under the car at a 45 degree angle. Upon closer inspection, we were relieved to discover that there was no damage to the car other than the lower control arm, and some minor scratches on the wheel. The fender wasn't damaged at all, and the fiberglass body was fine. We lifted the car carefully up onto a flatbed trailer, and brought it the final 1000 feet to my house.

Mike just earned his last name. Especially since what had happened here, could have happened at any point along the way on his trip. If the car had been going 65 miles an hour at the time it chose to disintegrate, we would have been holding a memorial service that weekend, instead of a tech session. Mike called his wife to let her know what happened, and that he was okay.

**In our next issue, we'll start into describing the process of removing Mike's old frame, and take a look at what we found under there.**





# Repair Guide: Replacing the A/C Hoses

by Ken Koncelik

**W**hen we got the Chicago Raffle Car running, it worked well, including the air conditioner. But as luck would have it the hoses running across the top of the crossover pipe rubbed a hole in the lines and just as the heat of the summer hit the car was without air. We had planned to take the car to Evansville on September 23 –25, 2005. A few days before our planned departure I told my wife we were going to drive the car to Evansville and she said “no way without air,” so our challenge was on.

Immediately the car began to be prepped for the job. All the jacks and tools were brought near the car and the disassembly began. For this article we are going to show the removal of the large hose that crosses over in detail. The smaller hose will be discussed but not in as much detail.

There was no Freon left in the system so there was no recovery required. The bolt holding the hose clampdown bracket on the back of the compressor was removed first which allows for us to remove the two hoses from the compressor. **(figs 1 & 2)**

Next, we removed the frame bolts. There are two by the rear exhaust crossover pipe. These are 17 MM and a long extension is recommended. We removed the bolts completely. We then went into the front luggage compartment and removed the two chassis to frame bolts there as well. These four came out easily.

Inside the car we removed the four seat bolts on each side under the car and removed the seats for easier access to the cabin body-frame bolts. (3 on each side, including the seat belt bolts) We also removed the carpets so that they could be cleaned at this point. **(fig 3)**

The passenger side body-frame bolts came out easily. On the Drivers side they were rusted and did not come out. We used a grinder and cut off the bolt heads. With the bolt shafts now exposed a drill was used to drill out the bolts. In this case we were fortunate that the drills cut through clean and we were able to remove the remaining bolt without having to rethread or replace the nut. A tap was run through to clean out the threads with very little trouble.

With the frame and body now separated, a jack was used to lift the body off the frame by about an inch and a half. With that both hoses basically fell out under the car with little coaxing. **(figs 4 & 5)**

The large hose that is on the Passenger side was then removed from the air accumulator. This was done by removing the front tire to give us more room. A large crescent wrench was used to hold the accumulator and a pipe wrench was used to break loose the hose fitting. Once broken loose it came off easily. **(fig 6)** We then removed the trailing arm covers by removing the three screws on each side and dropping the shields down and out of the way. **(fig 7)**

There are a number of tie wraps on both sides basically under the shields area. Clip these off. I found two on the left-hand side just above where the hose goes through the frame and three on the right-hand side attaching it to the other air conditioner hose.

Fish the hoses out through the hole in the frame. We found it easier to remove it towards the back of the car as the hose is just sitting on the ground up to the point it goes through the frame. **(fig 8)**

The left-hand side hose is done basically the same but it is removed from the condenser. *(Note: you will need to remove the two lower brackets, 4 bolts each, and one side of the two upper brackets in order to let the radiator and the condenser drop down in order to remove the one hose. You may also need to loosen the air shroud as well. This is a procedure in itself. Its not difficult, but it can present a challenge if the screws and bolts are corroded to the point that additional means are required to remove them.)*

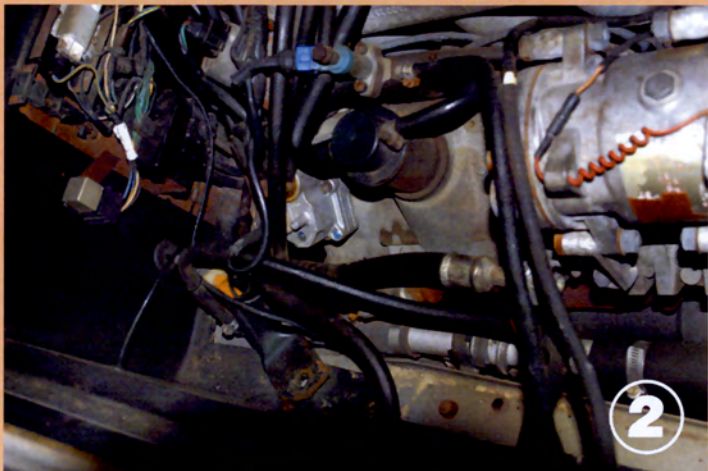
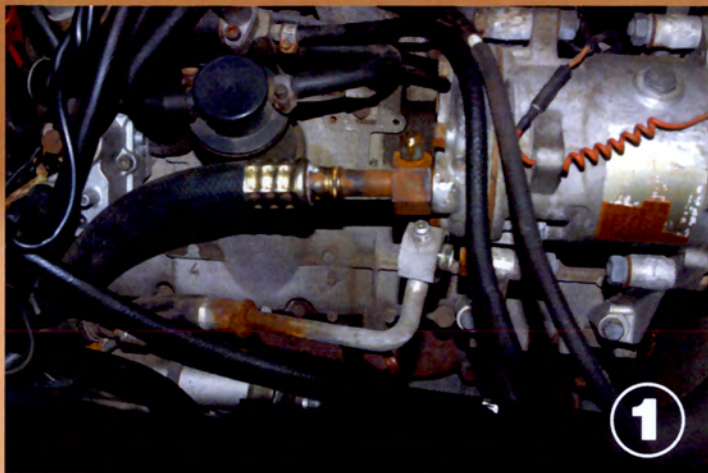
Once both hoses are removed reverse the procedure to reassemble. The one note of caution is that you need to be sure that the hoses are tucked against the frame and that as the body is lowered back down that the hoses do not fall out or get pinched.

Once the hoses are reconnected and the tie wraps are on to keep it off the exhaust, pull a vacuum on the system to insure all moisture is out and that there are no leaks. Once the vacuum is established fill the system with Freon, (We still use R12) and check for leaks.

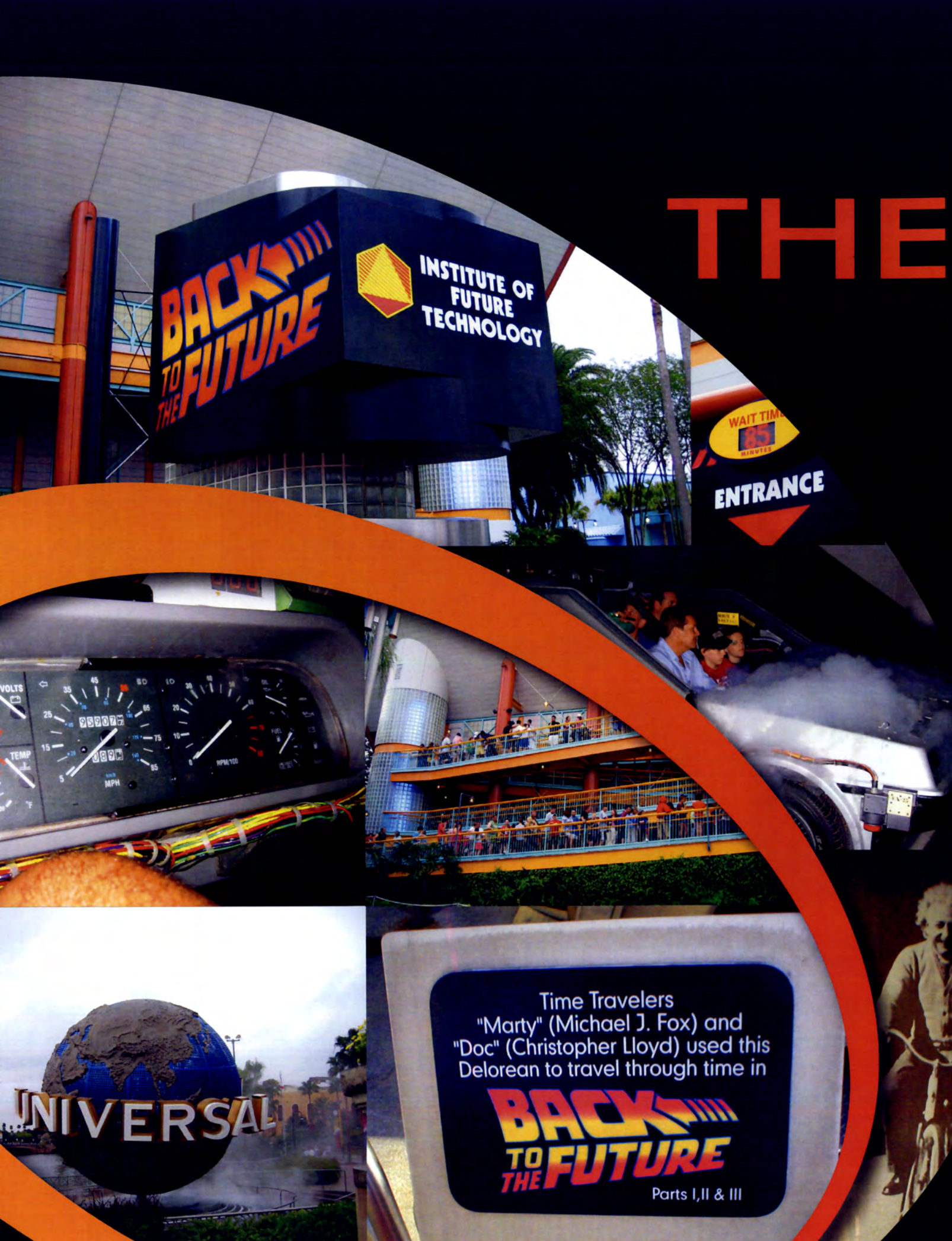
It took about an hour and a half to get the large hose on the passenger side off and about a 45 minutes additional to get the drivers side off. The reassembly time was about 2 ½ hours for us but we did other things with the car in addition to the hoses.

Now enjoy the cool air as we did on our trip to Evansville.









# THE "LAST" RIDE

by Elliot Hansen

The day was not unlike opening day of May 2nd, 1991 and the lines were just as long. In fact as our group approached the entrance for what would be our final trip into the future, the wait time exceeded 85 minutes. However my connections at Universal, and the donation of my Delorean for the employee party that was to follow the closure granted us access to the front of the line for our final

journey across the space-time continuum. Tony from DMCFL had organized this little gathering of Delorean enthusiast, and the ten of us piled into two time machines.

Two of the seats in our particular Deloreans had been filled by two park guests that had no idea as to what was going to happen at 8pm that evening. They also had no appreciation for the Delorean jokes and quips that we all spouted as the ride began. Could the malfunctioning engine simply be a bad RPM Relay? Would we be allowed to collect all the Binnacles from the cars for DMC to distribute? and Why did the speedo only go to 85, when the movie version went to 95?

By the time the ride was finished, our car was filled with smiles and upset stomachs. After some photos, and observing the disrepair of the prop car, we journeyed to the Hard Rock Cafe for dinner. Our host enlightened us about the wonders of the Delorean automobile. You can find them on ebay for about eight grand, he said, and as long as you know someone who can work on Fords, maintenance is relatively cheap. You know they've got a Ford Engine? Tony just nodded his head and whispered to me that he was glad he wasn't wearing a DMCFL shirt. We all had a great laugh at his expense.

After Dinner I had the honor of being present at the employee party for the staff of the Ride. The ride officially closed its doors at 8:02pm, with an announcement in the queue line that "The Institute of Future Technology is Now Closed."

After a video presentation about the history of the ride, and congratulatory speeches made by management to the crew for holding it all together during the closing weeks the party was over. Before leaving the park, I swung by the attraction in style, to see that walls were already being placed in front of the attraction, and the sign being painted over and that's when it really hit home. After a year of speculation and rumors, the ride was actually closed. What is going to replace it, as of now that is a mystery, as even many folks that work for Universal are unsure. What I do know is that whatever takes its place, it's got some awfully big shoes to fill.





by Shannon Yocom

Owning a classic car, and an orphan to boot, can be scary but it doesn't have to be thanks to local area clubs. Local clubs are a great place to get support. You can be sure to have some fun and at the same time have a rich vein of knowledge to tap, should you encounter a problem with your own car, as members are always willing to help out with advice, loan of tools, or even come to your rescue if ever left stranded.

With as small and close nit of a community as the online/global DeLorean marque is, the local clubs go one step further. The DeLorean internet community is great but it's the local clubs that can fulfill the need of face to face interaction and hands-on help. Should you wish to join in the fun, local area groups often organize treasure hunts, classic car 'fun runs', attend car shows, visits to sites of interest, barbecues, host tech sessions and so on. The cost involved can be nothing for the informal, or for the more organized, have a fee associated with membership to cover costs of printing/mailling newsletters, T-shirts, meals, reduced rate on car insurance, etc.

Local clubs also have a habit of morphing into group of people who act more like a family than a club. Yes it's the cars that bring people together but the friendships formed is what keeps us together. We often find ourselves gathering together with little or no reference to our cars. Some even take vacations together when migrating South for the winter. Those "family" members will also drop everything and go out of their way to help one another, regardless if the person being helped is not an official club member. I have found this to be true with the local clubs I am involved in: DCO (DeLorean Club of Ohio [www.ohiodeloreans.com](http://www.ohiodeloreans.com)), PADMC (Pittsburg Area DeLorean Maintenance Club [www.padmc.com](http://www.padmc.com)) and the newly formed off shoot of the DCO, the DeLorean Motor City ([www.deloreanmotorcity.com](http://www.deloreanmotorcity.com)). Without them, owning my dream car would not be as fun as it has been.

With that said, I again want to publicly thank Dave Bauerle & Lawrence Lormand for going above and beyond in their willingness to help others. On the grass at the DCS 06 show Dave installed a clutch line on the Popp's DeLorean. On the way home Dave called to see if I was OK after spotting a car under a bridge. That car turned out to be Monte's... enter Lawrence to the rescue. He gave up his spot on the trailer for Monte's car. On the way to the show, Lawrence doubled back to helped Byron, who blew an alternator belt and began over heating. After the show I called Dave about a problem. The next morning Dave called back just to check up on me. Thanks Dave & Lawrence for all your help & self sacrificing. It is greatly appreciated.

# STRENGTH IN NUMBERS





# Open House Event

## 2007 June 8-10

**T**he time is approaching for the DeLorean Motor Company Open House Event, held at our suburban Houston, Texas location. The event will be limited to the first registered 150 attendees, and promises to be an informative and entertaining way to celebrate the DeLorean Automobile.

This year, our event will be the weekend BEFORE Father's Day, in compliance with a number of requests from a number of attendees. Mark June 8-10, 2007 on your calendar, register for the event and make your hotel reservations now!

Registered guests will be able to pick up their goody bags and registration packets at the Doubletree Intercontinental hotel beginning at 3:30pm Friday afternoon. Then, relax by the pool or catch up with old and new DeLorean friends, The Friday evening reception at DMC will commence at 6:00pm, and that's where we'll unveil our 2007 show car along with VIN 502, the DeLorean Twin Turbo prototype and the man who's company created it, Fred Dellis of Legend Industries.

In addition to the background and history of the development of the twin turbo program, Mr. Dellis promises to share some of his unique insights into John DeLorean, with whom Fred was close friends with up until John's passing in 2005.

There are a number of exciting things that will make this a stand-out event! At 10:00am, and open to all attendees, a local award winning dance instructor and her staff will offer "beginners" Latin and Swing dance lesson at the





hotel. There is also a add-on Spa Package available as an alternative for the wives and girlfriends. At noon on Saturday, those who register for the optional spa package will be transported to lunch and then to a local spa for a one-hour massage, followed by a manicure and pedicure before a return to the hotel at approximately 4:00pm. This optional addition to the event registration is limited to the first 35 registrants. Once this limit is reached, a waiting list will be created.

Meanwhile, during the day Saturday, attendees will have access to a couple of different informative technical seminars, warehouse tours and the opportunity to experience our performance enhancements including engine and suspension setups. Dave Swingle, of DMC (Midwest), Toby Peterson of DMC (Northwest), Tony Ierardi of DMC (Florida) and Don Steger of DMC (California) will also be on hand to answer questions throughout the weekend.

Also on Saturday, Millennium, the DeLorean Concours will be taking place, ably administered by the Concours Committee and sponsored by the major vendors - all DeLorean Motor Company locations and PJ Grady. A stellar lineup of cars is once again expected...

Additionally, a number of former employees of the original DeLorean Motor Company have indicated that they will attending, as well, offering their firsthand thoughts throughout the day about JZD's dream, 25 years later.

In a twist from shows past, we're taking a trip back to the 80's for our Saturday evening program - starting with the cocktail reception, right through the end of the evening, everything will be 80's themed. Attendees are encouraged to dress in appropriate 80's attire. Find your parachute pants and narrow ties...

Our guest speaker for the Saturday evening program, Barrie Wills, has just re-confirmed his attendance, and as a former executive of the original DeLorean Motor Company based in Belfast, the attendees will find his insights and recollections to be most interesting. Mr. Wills is still active in the automotive industry, and will share some news about his latest venture involving a new car company.

Also, this years event promises to have the best raffle-with proceeds benefiting the DeLorean Museum - that the DeLorean community has ever seen in terms of sheer number of items available that people really want to win. Over \$10,000 worth of merchandise will be going home with attendees through the raffle this evening. Following the awards and raffle, we're bringing one



of Houston's best known and loved live bands for your entertainment. Molly and the Ringwalds, winners of the 2003, 2004, 2005, and 2006 Houston Press Music award for Best Cover Band, as well as the 2005 and 2006 Houston Chronicle "Ultimate Houston" award for Best Cover Band, will be playing the songs you remember from the 80's. And yes, karaoke opportunities will be plentiful.

On the Sunday following our 2003 event, we took attendees to a local 1/4 mile dragstrip and let attendees run their DeLoreans (or rental cars, if they dared) on the dragstrip. In 2005, we took the attendees to a local indoor kart track, and let them race against each other.

This year, on the Sunday of the event, we have rented the Houston Motorsports Park and their 3/8 mile banked oval track for our attendees. Attendees will have the opportunity to take their DeLoreans on the track and race against the clock for bragging rights. Time permitting, and drivers willing, we may be able to arrange some head-to-head competitions, as well.

As of March 30th, the event was more than 2/3 sold out, with less than 50 remaining spots available. The hotel is also filling up quickly, so we encourage you to call or register online. Don't miss the best DeLorean event of the year!





# DMC

## Open House Event



# June 8-10, 2007

## REGISTER TODAY!

# [www.dmcopenhouse.com](http://www.dmcopenhouse.com)

Book your room at the Doubletree Hotel Houston Intercontinental Airport  
with a special rate of \$95 per night!

800/222-TREE Toll Free or 281/848-4000 in the Houston area.